PACIFIC RAILWAY & NAVIGATION CO.

10

TIME TABLE

To Take Effect Sunday, June 21st, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
President.

F. L. BURCKHALTER,
Superintendent.

PACIFIC RAILWAY & NAVIGATION CO.

Eastward **Westward**

Capacity of Sidings in cars and location of water, fuel, telephone and turning stations.		SECOND CLASS	FIRST CLASS				Distance from Hillsboro		Time Table No. 10 June 21, 1914	Station Numbers	FIRST CLASS				SECOND CLASS
		238	148	144	146	142					145	141	147	143	237
		Way Freight	Motor	Sea Shore Special	Motor	Passenger					Motor	Passenger	Motor	Sea Shore Special	Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
70	WYFP	7.50AM	5.45PM	4.45PM	10.30AM	7.30AM	91.2	DR	**TILLAMOOK**	91	s 10.10AM	s 4.35PM	s 5.30PM	s 7.35PM	3.50PM
5		8.05	f 6.00	f 5.00	f 10.45	f 7.45	86.7		4.5 IDAVILLE (Spur)	86	f 9.54	f 4.18	f 5.14	f 7.21	3.30
50		8.12	s 6.06	s **5.07**	s 10.52	s 7.52	84.9	D	1.8 BAY CITY (Spur)	84	s 9.47	s 4.11	s **5.07**	s 7.16	3.20
		8.17	f 6.12	f 5.13	f 10.59	f 7.59	83.0		1.9 HOBSONVILLE (No Sidg)	82	f 9.40	f 4.04	f 4.58	f 7.10	3.10
5		8.23	f 6.18	f 5.18	f 11.05	f 8.05	81.5		1.5 MIAMI	81	f 9.33	f 3.57	f 4.53	f 7.05	3.04
		8.30	s 6.23	s 5.22	s 11.10	s 8.10	80.3		1.2 GARIBALDI (No Sidg)	80	s 9.29	s 3.53	s 4.49	s 7.01	3.00
6		8.35	s 6.28	s 5.26	s 11.15	s 8.15	78.9		1.4 BARVIEW	78	s 9.24	s 3.48	s 4.44	s 6.57	2.55
		8.42	f 6.34	f 5.31	f 11.22	f 8.22	76.9		2.0 OCEAN LAKE PARK (No Siding)	76.8	f 9.17	f 3.41	f 4.37	f 6.51	2.48
2		8.43	6.35	5.32	11.23	8.23	76.7		0.2 TWIN ROCKS (Spur)	76.5	9.16	3.40	4.36	6.50	2.47
		8.45	s 6.37	f 5.34	s 11.25	s 8.25	76.2		0.5 SALTAIR (No Siding)	76	s 9.14	s 3.38	s 4.34	f 6.48	2.45
2		8.50	s 6.40	s 5.36	s 11.27	s 8.27	75.8	D	0.4 ROCKAWAY (Spur)	75.8	s 9.13	s 3.36	s 4.33	s 6.47	2.40
16		**9.11**	s **6.44**	f 5.38	s 11.29	s 8.30	75.1		0.7 LAKE LYTLE (Spur)	75	s **9.11**	s 3.33	s 4.30	f **6.44**	2.35
2		9.14	f 6.46	f 5.40	f 11.31	f 8.33	74.3		0.8 MANHATTAN BEACH (Spur)	74	f 9.09	f 3.30	f 4.28	f 6.41	2.30
15		9.25	f 6.52	f 5.47	f 11.37	f 8.42	71.7		2.6 BRIGHTON	71	f 9.02	f 3.20	f 4.18	f 6.34	2.15
75	W	9.40	s 7.00	s 5.55	s 11.45	s **8.54**	68.7	D	3.0 WHEELER	68	s **8.54**	s 3.10	s 4.10	s 6.27	2.00
10	T	9.50	s 7.15PM	s 6.03	s 12.01PM	s 9.04	66.2	R	2.5 **MOHLER**	66	8.40AM	s 3.00	4.00PM	s 6.19	1.40
12		10.00		**6.11**		9.12	63.6		2.6 KNUDSON (Spur)			2.49		**6.11**	1.25
25		10.15		f 6.20		f 9.24	60.2		3.4 BATTERSON	60		f 2.40		f 6.02	1.15
45		10.35		f 6.35		f 9.42	55.0		5.2 RECTOR (Spur)	55		f 2.20		f 5.47	12.55
4		10.55		f 6.47		f 9.56	51.0		4.0 SALMONBERRY (Spur)	51		f 2.05		f 5.36	12.35
25	T	11.15		s 7.02		s 10.13	46.0	D	5.0 ENRIGHT	46		s 1.45		f 5.19	12.15PM
10		**11.45**		f 7.22		f 10.34	40.2		5.8 MAYO	40		f 1.20		f 5.00	**11.45**
50	WT	**12.55PM**		s 7.45		s **11.00**	35.0		5.2 COCHRAN	35		s **12.55**		s 4.42	**11.00**
8		1.10		7.57		f 11.15	31.8		3.2 WEDEBURG	32		f 12.40		4.31	10.00
33	WP	1.40		s 8.10		¶ 11.30 11.50	28.2	D	3.6 TIMBER	28		¶ 12.25 12.05PM		s 4.19	9.30
14	Y	1.50		8.16		f **11.59**	26.6		1.6 CASTOR CREEK	27		f **11.59**		4.14	8.58
14		2.05		8.27		f 12.12PM	23.5		3.1 STRASSEL	24		f 11.45		4.04	8.45
25		2.20		f 8.39		f 12.24	20.2		3.3 SCOFIELD (Spur)	20		f 11.30		f 3.52	8.30
5						f	18.9		1.3 WIRF'S (Spur)	19		f			
225		2.35		8.50		f 12.35	17.1		1.8 HARE'S (Spur)	17		f 11.18		3.41	8.15
30	WYP	2.45		f 8.54		s 12.39	16.3	D	0.8 BUXTON	16		s 11.15		f 3.38	8.10
20		3.00		8.59		f 12.45	14.2		2.1 MANNING (Spur)	14		f 11.08		3.33	7.55
4		3.05		9.01		f 12.48	13.4		0.8 CARSTENS (Spur)	13		f 11.06		3.31	7.52
3		3.12		9.05		f 12.54	11.6		1.8 DAVIES (Spur)	12		f 11.01		3.27	7.46
15		**3.23**		f 9.09		s 12.59	9.8	D	1.8 BANKS	10		s 10.56		f **3.23**	7.40
7		3.42		9.14		f 1.07	7.6		2.2 ROY (Spur)	8		f 10.50		3.18	7.30
20		3.56		9.20		f 1.15	5.2		2.4 SCHEFFLIN	5		f 10.44		3.13	7.23
3		4.02		9.22		f 1.20	4.2		1.0 BAGLEY (Spur)	4		f 10.41		3.11	7.20
25						s 1.30	0.4		3.8 MAIN STREET	1		s 10.30		3.03	
							0.3		0.1 O. E. CROSSING						
40	WYPF	4.30PM		s 9.35PM		s 1.35PM	0.0	DR	0.3 **HILLSBORO**	0		10.27AM		3.00PM	7.00AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(91.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(8.40)	(1.30)	(4.50)	(1.31)	(6.05)			Time Over District		(1.30)	(6.08)	(1.30)	(4.35)	(8.50)
		10.51	16.66	18.86	16.63	14.98			Average Speed per Hour		16.66	14.97	16.66	19.89	1.28

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 142 is superior to No. 145, No. 144 is superior to No. 147.

Additional flag stops: Maples, M. P. 56; Lynbrook, M. P. 62; Foley, M. P. 64.7; Nos. 141 and 142, West Timber, M. P. 29.4; Nos. 145, 146, 147 and 148 Jetty Spur M. P. 72.2, and Elmore park, M. P. 76.

SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

"SAFETY FIRST"

STANDARD CLOCKS.

Hillsboro. Tillamook.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector.........San Francisco
J. H. HOFFMAN, Local Watch Inspector.........Hillsboro
E. JENKINS, Local Watch Inspector.........Tillamook

BULLETIN STATIONS.

Hillsboro. Tillamook.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

REGISTER EXCEPTIONS

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per air brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on all trains at Cochran and eastward trains at Timber. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Timber, Cochran and Enright.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

Retainers must be turned up on passenger and freight trains westward, from Cochran to Enright; eastward, from Cochran to Timber and Tunnel 1 to Buxton.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 30 miles per hour, and no train shall exceed speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour on curves of 10 degrees or over.

Trains handling steam wrecking crane must not exceed 18 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Engines running backwards between Buxton and Wheeler must not exceed ten miles per hour. Between Buxton and Hillsboro and between Wheeler and Tillamook, fifteen miles per hour.

The following speed table is for information of engineers and must not be considered in any way to authorize exceeding speed limits specified above:

	Passenger and Light Engines	Freight
Hillsboro-Buxton	30	20
Buxton-Enright	20	15
Enright-Wheeler	25	20
Wheeler-Tillamook	30	20

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Mile Post	East of	Description
24.7	Castor Creek	Tunnel No. 1.
36.9	Mayo	Tunnel No. 2.
38.7	Mayo	Tunnel No. 3.
40.8	Enright	Tunnel No. 4.
40.9	Enright	Salmonberry River Bridge.
41.0	Enright	Salmonberry River Bridge.
41.1	Enright	Salmonberry River Bridge.
41.3	Enright	Tunnel No. 5.
41.5	Enright	Salmonberry River Bridge.
41.6	Enright	Tunnel No. 6.
41.7	Enright	Salmonberry River Bridge.
41.8	Enright	Salmonberry River Bridge.
42.7	Enright	Tunnel No. 7.
43.0	Enright	Tunnel No. 8.
43.3	Enright	Tunnel No. 9.
43.6	Enright	Tunnel No. 10.
44.5	Enright	South Fork Salmonberry River Bridge.
45.0	Enright	Tunnel No. 11.
45.8	Enright	Tunnel No. 12.
47.1	Salmonberry	Salmonberry River Bridge.
49.3	Salmonberry	Salmonberry River Bridge.
50.3	Salmonberry	Salmonberry River Bridge.
50.9	Salmonberry	Nehalem River Bridge.
66.0	Mohler	Nehalem River Bridge.
82.0	Hobsonville	Miami River Bridge.
83.1	Hobsonville	Tunnel No. 13.
87.9	Tillamook	Kilchis River Bridge.
89.5	Tillamook	Wilson River Bridge.

MAIN TRACK LINE UP AT JUNCTIONS

Junction switch east of depot at Hillsboro must be left set and locked for movements via P. R. & N. line.

YARDS.

All trains must be under control within yard limits as listed below; see Rule 93:

HILLSBORO.
BUXTON.
TIMBER.
COCHRAN
MOHLER.
WHEELER.
TILLAMOOK.

Rule 93 will govern the movement of P. R. & N. trains using S. P. tracks at Hillsboro.

LOCATION OF WATER TANKS BETWEEN STATIONS.

M. P. 53.7 and M. P. 42.5.

MISCELLANEOUS.

All trains will stop and examine Trestle 19-A, just west of Mile Post 19, between Wirfs and Scofield, before passing over same, unless watchman is on hand and gives proceed signal.

All trains consisting of more than 20 cars will cut off engines to take water, and also cut off way cars before spotting.

Flues of engines must not be sanded in tunnels or while crossing overhead bridges.

Engines in helper service must not be coupled tender to tender.

All employes should put forth careful and painstaking effort to avoid fires during the dry season, be on the look-out for fires and report them promptly. Trainmen should particularly watch for fires from rear end of train.

COMMERCIAL SPURS NOT SHOWN ON TIME TABLE.

Jetty Spur Mile Post 72.2.
O. K. Logging Spur 0.5 mile east Cochran.
Christianson Spur Mile Pest 24.2.
Bailey's Mill 5.5 miles west Cochran.
Seaview 800 feet west Lake Lytle.

RATING OF LOCOMOTIVES IN M's.

CLASS	ENGINE No.	WESTWARD	M's.
		Hillsboro to Buxton	1200
T-57 18/24 88	2130 to 2148	Buxton to Timber	500
T-63 18/30 77	2194 to 2206	Timber to Enright	300
		Enright to Tillamook	1500
TW-57 20/30 114	2926	Hillsboro to Buxton	1700
TW-57 20/30 122	2929	Buxton to Timber	700
TW-57 20'30 120	2931	Timber to Enright	500
TW-51 20-29/26 120	2932	Enright to Tillamook	2000
TW-51 20-29/26 120	2940		
		EASTWARD	
		Tillamook to Enright	1200
T-57 18/24 88	2130 to 2148	Enright to Timber	500
T-63 18/30 77	2194 to 2206	Timber to Buxton	600
		Buxton to Hillsboro	1500
TW-57 20/30 114	2926	Tillamook to Enright	1700
TW-57 20/30 112	2929	Enright to Timber	700
TW-57 20/30 122	2931	Timber to Buxton	800
TW-51 20-29/26 1.0	2932	Buxton to Hillsboro	2000
TW-51 20-29/26 120	2940		

LIST OF SURGEONS, HOSPITAL DEPARTMENT.

Name.	Title.	Location.	District.
DR. F. K. AINSWORTH	Chief Surgeon and Manager	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	
DR. R. ERWIN	District Surgeon	Hillsboro	Hillsboro and Buxton.
DR. W. B. MUNFORD	Emergency Surgeon	Banks	
DR. V. L. HAMILTON	District Surgeon	Wheeler	
DR. R. T. BOALS	District Surgeon	Tillamook	Tillamook to Buxton.

C. W. Martyn, Assistant Superintendent.........**Portland, Ore.**
F. M. Siefer, Assistant Superintendent.........**Portland, Ore.**
G. C. Morris, Assistant Superintendent.........**Portland, Ore.**
George Wild, Assistant Superintendent.........**Brooklyn, Ore.**
F. Hanssen, Assistant Superintendent.........**Portland, Ore.**
C. H. Spencer, Assistant Superintendent.........**Portland, Ore.**

J. I. Love, Dispatcher.........**Portland, Ore.**
O. Olsson, Dispatcher.........**Portland, Ore.**
C. W. Grubbs, Dispatcher.........**Portland, Ore.**
D. J. McLardy, Dispatcher.........**Portland, Ore.**
F. W. Cantrell, Dispatcher.........**Portland, Ore.**
W. M. Scherr, Dispatcher.........**Portland, Ore.**